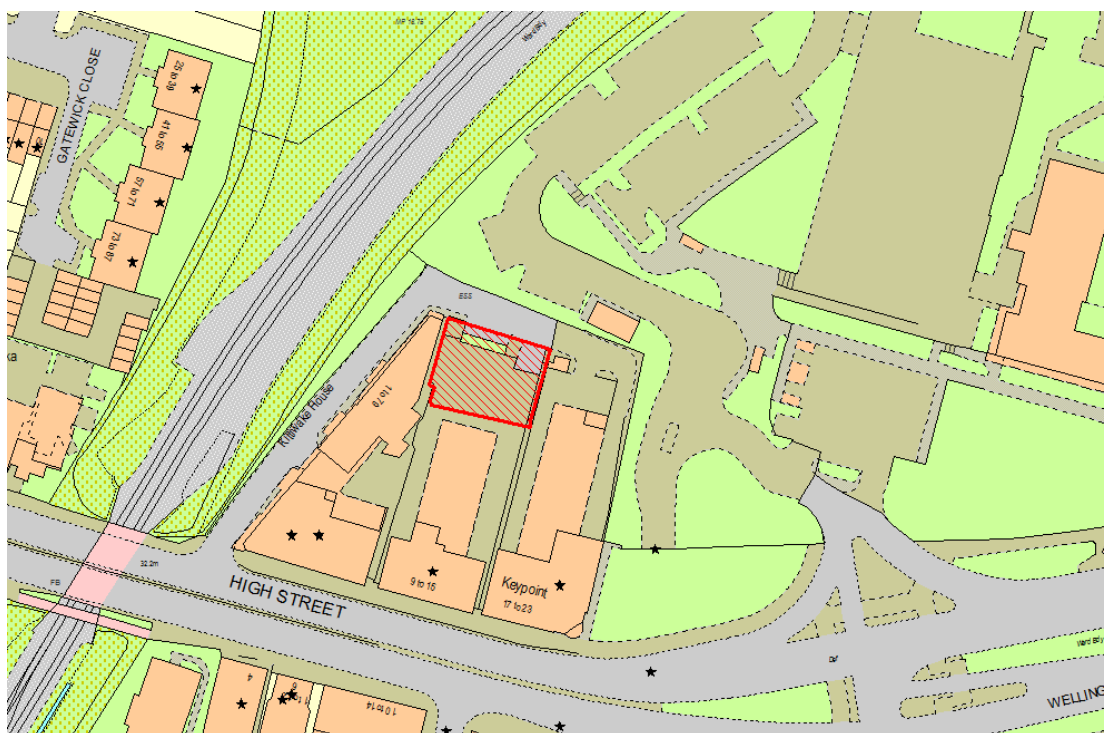


Registration Date:	29-Oct-2018	Application No:	P/06865/012
Officer:	Michael Scott	Ward:	Central
Applicant:	PH Slough Limited	Application Type:	Major
		13 Week Date:	28 Feb 2019
Agent:	Danks Badnell Architects Ltd, King Stables, 3-4 Osborne Mews, Windsor, SL4 3DE		
Location:	Land rear of 9-15 High Street, Slough, Berkshire, SL1 1DY		
Proposal:	Construction of a 6 storey building to provide 8no. 1 bed & 6no. 2 bed flats with 6no. undercroft parking spaces.		

Recommendation: Delegate to the Planning Manager for approval



1.0 SUMMARY OF RECOMMENDATION

- 1.1 Having considered the relevant policies set out below, and comments that have been received from consultees and neighbouring occupiers, and all other relevant material considerations it is recommended the application be delegated to the Planning Manager for approval subject to no substantive concerns are raised by the Local Lead Flood Authority; finalise conditions; and any other minor changes.
- 1.2 This application is to be determined at Planning Committee as it is an application for a major development comprising more than 10 dwellings.

PART A: BACKGROUND

2.0 Proposal

- 2.1 This is a full planning application for:
- Construction of a six-storey building.
 - Provision of 14 residential units (8 x one-bed and 6 x two-bed).
 - Undercroft parking for 6 cars of which 2 spaces would have electric charging points.
 - The provision of 14 secure cycle parking racks at ground floor level.
 - Secure bin store at ground level.

3.0 Application Site

- 3.1 The application site lies at rear of a “block” on the north side of the main A4 – High Street – immediately east of where the railway line between Windsor Central and Slough passes under the road.
- 3.2 The “block” comprises Kittiwake House that lies on its western side and Keypoint House that lies on its eastern side with Princes House forming the south side. The application site encloses the north side of the “block”.
- 3.3 To the north and east lies the TVU site. The site falls within the Town Centre boundary.
- 3.4 The application site is accessed from the east-bound dual-carriageway of the A4 and egress involves using the access road to emerge and turn east into High Street and immediately continue on Wellington Street.

4.0 Relevant Site History

- 4.1 The most relevant planning history for the site is presented below:

- P/06865/008 Change of use of part of building from Class B1 (a) offices to Class C3 residential to provide 41 no. flats (28 no. one bedroom, 6 no. two bedroom flats and 7 bedsit/studios) retaining two self contained offices at ground floor level, construction of two additional floors and associated alterations
Approved with Conditions; 01-Apr-2015.
- F/06865/007 Prior approval for change of use from Class B1 (A) to Class C3 residential.
Prior Approval Not Required; 07-Aug-2014.
- P/06865/003 Erection of a three storey office building with rear access and parking.
Approved with Conditions; 12-Oct-1988.
- P/06865/001 Erection of a 4-storey office building with parking at 9-15, 15A High Street, Slough
Approved with Conditions; 23-Jun-1987.

5.0 **Neighbour Notification**

- 5.1 In accordance with Article 15 of The Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended) two site notices were displayed outside the site on 20/11/2018. The application was advertised as a major application in the 16/11/2018 edition of The Slough Express. Neighbour letters were sent out on 06/11/2018 to the following addresses:

Keypoint, 17, High Street, Slough, SL1 1DY, Keypoint, Third Floor Left, 17, High Street, Slough, SL1 1DY, Keypoint, Ground Floor North, 17, High Street, Slough, SL1 1DY, Keypoint, Ground Floor West, 17, High Street, Slough, SL1 1DY, Keypoint, Fourth Floor, 17, High Street, Slough, SL1 1DY, Keypoint, Second Floor, 17, High Street, Slough, SL1 1DY, Keypoint, Third Floor Right, 17, High Street, Slough, SL1 1DY, Keypoint, First Floor, 17, High Street, Slough, SL1 1DY, Unit 3, 1, High Street, Slough, SL1 1DY, 1, High Street, Slough, SL1 1DY, Unit 1, 1, High Street, Slough, SL1 1DY, Unit 2, 1, High Street, Slough, SL1 1DY, Unit 4, 1, High Street, Slough, SL1 1DY, Kittiwake House, High Street, Slough, SL1 1AG, Kittiwake House, Flat 14, High Street, Slough, SL1 1AG, Kittiwake House, Flat 15, High Street, Slough, SL1 1AG, Kittiwake House, Flat 26, High Street, Slough, SL1 1AG, Kittiwake House, Flat 56, High Street, Slough, SL1 1AG, Kittiwake House, Flat 61, High Street, Slough, SL1 1AG, Kittiwake House, Flat 38, High Street, Slough, SL1 1AG, Kittiwake House, Flat 71, High Street, Slough, SL1 1AG, Kittiwake House, Flat 5, High Street, Slough, SL1 1AG, Kittiwake House, Flat 7, High Street, Slough, SL1 1AG, Kittiwake House, Flat 27, High Street, Slough, SL1 1AG, Kittiwake House, Flat 31, High Street, Slough, SL1 1AG, Kittiwake House, Flat 32, High Street, Slough, SL1 1AG, Kittiwake House, Flat 73, High Street, Slough, SL1 1AG, Kittiwake House, Flat 10, High Street, Slough, SL1 1AG, Kittiwake House, Flat 23, High Street, Slough, SL1 1AG, Kittiwake House, Flat 50, High Street, Slough, SL1 1AG, Kittiwake House, Flat 53, High Street, Slough, SL1 1AG, Kittiwake House, Flat 65, High Street, Slough, SL1 1AG, Kittiwake House, Flat 67, High Street, Slough, SL1 1AG, Kittiwake House, Flat 42, High Street, Slough, SL1 1AG, Kittiwake House, Flat 60, High Street, Slough, SL1 1AG, Kittiwake House, Flat 66, High Street, Slough, SL1 1AG, Kittiwake House, Flat 2, High Street, Slough, SL1

[illegible]

SL1 1DY, Princes House, Flat 30, 9, High Street, Slough, SL1 1DY, Princes House, Flat 39, 9, High Street, Slough, SL1 1DY, Princes House, Flat 1, 9, High Street, Slough, SL1 1DY, Princes House, Flat 4, 9, High Street, Slough, SL1 1DY, Princes House, Flat 10, 9, High Street, Slough, SL1 1DY, Princes House, Flat 7, 9, High Street, Slough, SL1 1DY, Princes House, Flat 12, 9, High Street, Slough, SL1 1DY, Princes House, Flat 15, 9, High Street, Slough, SL1 1DY, Princes House, Flat 40, 9, High Street, Slough, SL1 1DY, Princes House, Flat 17, 9, High Street, Slough, SL1 1DY, Ditton Park Academy, Wellington Street, Slough, SL1 1EZ, Thames Valley University, Wellington Street, Slough, SL1 1YG

- 5.2 The public consultation period expired on 27th November 2018. No comments from members of the public have been received.

6.0 **Consultations**

6.1 Local Highway Authority:

Proposal

Residential Development for a 6-storey apartment building providing 14no. units. The previous pre-application advice provided by SBC on 18th April 2018 included the following comments related to parking and highways:

- “Given the scale of the development along with the development along with the loss of car parking spaces within the site, a Transport Statement would be required as part of any future planning application to demonstrate that the loss of parking in this area along with the potential increase in the number of trips would not be detrimental for the appropriate operation of the Highway.”*
- “Whilst local planning policies do not require specific car parking provision for residential schemes within the town centre, the provision of 8no. car parking spaces within the proposed development is acceptable as long as the access arrangements work in a secure manner.”*
- “Visibility splays should be demonstrated to ensure that no increased risk to pedestrians/vehicles would result from the proposal.”*
- “Future occupiers will not be permitted to take up resident’s parking permits and this will be included as an obligation on the developer within a prospective S106 Agreement should other issues within the site be adequately addressed.”*
- “Cycle parking should be provided on the basis of 1 space per flat, although quantity should not be at the expense of quality. Individual stores rather than large communal cycle areas are sought as a way to encourage a modal shift away from private vehicles to more sustainable modes of transport, including cycling.”*
- “Details of how recycling and refuse storage and management would operate in line with the approved details for Princes House, which show access to refuse from the access point and the pre-application site, will be required should a prospective application be submitted. Details of the proposed servicing arrangements for the proposal would be required to ensure that refuse/recycling can be appropriately managed for the development. Details of the proposed access to and from the refuse storage for both future occupiers and collection vehicles would be required.”*

Trip Generation

The applicant has not provided a Transport Statement (TS) to support the planning application. Therefore it is assumed that no assessment of the predicted vehicular trip generation of the site has been undertaken. Given the proposal for 6no. parking spaces to serve the site, it is unlikely that the vehicular trip generation of the site in the network peak hours will have a severe impact on the local highway network, however it is important to understand whether the existing 15no. spaces on the site serving Princes House will be re-provided elsewhere. Further information is therefore requested regarding this point.

Vehicle Access

Vehicular access to the proposed development via the existing service road alongside Kittiwake House and the parking area for Princes House is considered to be acceptable, however tracking of a large car demonstrating how access to and egress from the spaces at the rear of the site will be achieved should be provided.

Vehicle Parking

The site is within the town centre designated area meaning there is no requirement for parking, however some communal parking is proposed with 6no. parking spaces, including 1no. disabled space and 2no. electric charging spaces. This proposed parking ratio of 0.43 spaces per unit is in line with the ratio proposed at the pre-application stage, and is considered to be acceptable.

Cycle Parking

A total of 14no. cycle spaces are proposed, one per unit, in a covered cycle store to the west of the building accessed through the entrance lobby. The cycle parking provision appears to be provided by Sheffield stands, which is considered to be acceptable. To gain access to the cycle store, it will be necessary to route through two sets of secure access doors, and it is assumed that residents will be provided with a key fob or access code to facilitate this.

Refuse and Servicing

A bin store is proposed to the western side of the building, which has capacity to accommodate 4no. 1100 litre Eurobins to serve the proposed 14no. flats in accordance with the SBC Developers Guide Part 4. The route to get to the bin store appears to be through the entrance lobby of the building, which requires negotiating two sets of doors. The supporting plans provided appear to show that the doors are of insufficient width to allow the Eurobins to pass through, therefore this should be amended.

In order to minimize the drag distance for the Eurobins, it is assumed that the intention is for refuse and recycling collection vehicles to serve the site from the existing service road alongside Kittiwake House and the rear service area, and that these vehicles will turn around within this service road and exit the site onto High Street in forward gear. Suitable tracking of the SBC refuse vehicle should be provided to confirm that this manoeuvre is possible.

6.2

Contaminated Land Officer:

"I reviewed the above application and our databases and I have no

objections.”

6.3 Crime Prevention Design Advisor:

No comments received. Any comments received will be reported into the Amendment Sheet.

6.4 Thames Water:

No objection. Standard Waste/Water/Supplementary Comments received with a recommended Informative.

6.5 Environmental Quality:

Air Quality Background

Slough Borough Council (SBC) has designated 5 Air Quality Management Areas (AQMA) due to elevated concentrations of Nitrogen Dioxide (NO₂, annual average), including:

- *Slough Town Centre*
- *M4*
- *Tuns lane*
- *Brands Hill*
- *Bath Road*

While particulate matter concentrations do not breach EU Limit Values, levels in Slough are higher than both the national and regional averages and it is estimated that 1 in 19 deaths are attributable to PM_{2.5} in Slough (PHE).

SBC adopted the Slough Low Emission Strategy 2018-25 on the 17th September. This application has been assessed in relation to air quality considerations in line with the Slough Low Emission Strategy Technical Report: ‘Land-Use planning and Development Management’ Guidance (Section 3.3). The LES Technical Report can be found on the SBC Low Emission Strategy web page - <http://www.slough.gov.uk/pests-pollution-and-food-hygiene/low-emission-strategy-2018-2025.aspx>

Where mitigation is required and refers to the ‘Slough Electric Vehicle Plan’ this can be found in Section 4.3 of the LES Technical Report.

The Slough Low Emission Strategy also includes a Low Emission Programme. Again, details can be found on the SBC LES web page.

Air Quality Comments

In line with the Slough Low Emission Strategy, the scheme is considered to have a MINOR impact on air quality. As such, the scheme only requires an assessment of potential exposure of future residents to concentrations of NO₂ and the integration of Type 1 Mitigation measures, contained in the LES Planning Guidance.

The development site is on the border of AQMA 4. NO₂ concentrations alongside the High Street and Bath Road range from 36.9ug/m³ to 46.2ug/m³, suggesting that NO₂ exposure to future residents may be significant, therefore an exposure assessment is required.

Mitigation Requirements

- *Electric vehicle re-charging infrastructure should be provided in line with table 7 of the LES Technical Report. As there are only 6 parking spaces available for the residential dwellings, SBC requires that all of the parking spaces should have access to electric vehicle recharging facilities.*
- *Construction Environmental Management Plan (CEMP) shall be produced and submitted to SBC for approval prior to commencement of works.*
- *The CEMP shall include non-road mobile machinery (NRMM) controls in line with table 10 of the LES Technical Report.*
- *All construction vehicles shall meet a minimum Euro 6/VI Emission Standard*
- *All heating systems shall meet the emission standards laid out in table 7 of the LES Technical Report.*

Environmental Noise Comments

Due to the proximity of the development to the railway line and traffic from the High Street, it is likely that future residents of the development will be subjected to unacceptable noise levels unless adequately mitigated.

In line with the ProPG: Planning and Noise Guidance, a noise assessment is required, which will:

- *Indicate the likely risk of adverse effects from noise originating from the railway line and traffic travelling on the High Street, to future residents of the development.*
- *Indicate the likely risk of adverse effects from construction traffic noise to residents in proximity to the development and future residents of the development.*

The assessment will indicate the likely risk of adverse effect from noise, which will determine the level of mitigation required for the development. This may include:

- *Reconsidering the development orientation and internal layout to locate bedrooms facing away from traffic noise to ensure an internal noise level of LAeq 35 dB is not exceeded during the day or LAeq 30 dB during the night (BS 8233:2014).*
- *Applying good acoustic design principles such as acoustic glazing for windows, and potential for air ventilation systems, details of which shall be submitted as part of the noise impact assessment.*

6.6 Lead Local Flood Authority:

No comments received. Any comments received will be reported into the Update / Amendment Sheet.

PART B: PLANNING APPRAISAL

7.0 Policy Background

7.1 National Planning Policy Framework 2018 and Planning Practice Guidance:

Section 2: Achieving sustainable development
Section 5: Delivering a sufficient supply of homes
Section 6: Building a strong, competitive economy
Section 7: Ensuring the vitality of town centres
Section 8: Promoting healthy communities
Section 9: Promoting sustainable transport
Section 11: Making effective use of land
Section 12: Achieving well-designed places
Section 14: Meeting the challenge of climate change, flooding and coastal change

The Slough Local Development Framework, Core Strategy 2006 – 2026,
Development Plan Document, Adopted December 2008

Core Policy 1 – Spatial Strategy
Core Policy 3 – Housing Distribution
Core Policy 4 – Type of Housing
Core Policy 7 – Transport
Core Policy 8 – Sustainability and the Environment
Core Policy 9 – Natural and Built Environment
Core Policy 10 – Infrastructure
Core Policy 12 – Community Safety

The Adopted Local Plan for Slough 2004 (Saved Policies)

EN1 – Standard of Design
EN5 – Design and Crime Prevention
H11 – Change of Use to Residential
H13 – Backland/Infill Development
H14 – Amenity Space
T2 – Parking Restraint
T8 – Cycle Network and Facilities

Other Relevant Documents/Guidance

Slough Borough Council Developer's Guide Parts 1-4
Proposals Map (2010)

Slough Local Development Plan and the NPPF - PAS Self Assessment
Checklist, February 2013

The revised version of the National Planning Policy Framework (NPPF) was published upon 24th July 2018.

Planning Officers have considered the proposed development against the revised NPPF which has been used together with other material planning considerations to assess this planning application.

The NPPF states that decision-makers at every level should seek to approve applications for sustainable development where possible and planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations

indicate otherwise.

The planning considerations for this proposal are:

- Principle of development
- Housing mix
- Impact on the character and appearance of the area
- Impact on amenity of neighbouring occupiers
- Living conditions for future occupiers of the development
- Crime prevention
- Highways and parking
- Air Quality
- Surface water drainage

8.0 **Principle of development**

8.1 The National Planning Policy Framework 2018 encourages the effective and efficient use of land. This is reflected within Core Policies 1 and 4 which seek high density non family type housing to be located in the Town Centre.

8.2 The application site is located in an area where the neighbouring blocks are residential flats over commercial uses fronting the main highway frontage. Therefore, the site is considered to be in an area, where it is accepted that flats would be an appropriate housing type.

8.3 Having regard to the National Planning Policy Framework 2018 and the Local Development Plan, there are no objections to the principle of residential flatted development on this site.

9.0 **Mix of housing**

9.1 The National Planning Policy Framework 2018 seeks to deliver a variety of homes to meet the needs of different groups in the community. This is largely reflected in local planning policy in Core Strategy Strategic Objective D and Core Policy 4. The proposal would provide a mix of one- and two-bedroom flats; which, given the location on the upper floors of a building in these particular site circumstances is considered appropriate and thus acceptable.

9.2 The scheme does not trigger either affordable housing or an educational contribution under the Council's policies due to the number of units proposed.

10.0 **Impact on the character and appearance of the area**

10.1 The National Planning Policy Framework 2018 encourages new buildings to be of a high quality design that should be compatible with their site and surroundings. This is reflected in Core Policy 8 of the Core Strategy, and Local Plan Policy EN1.

- 10.2 The scheme is designed in the same idiom as the other parts of the street block that includes Kittiwake, Princes and Powerpoint. It would complement and reflect the modern style of the locality.
- 10.3 The proposals show a five-storey, brick-faced building with a sixth floor recessed to ameliorate its bulk and height to accord with the variety of the heights and massing of the other buildings in this street block.
- 10.4 Based on the above, the proposals would have an acceptable impact on the character and visual amenity of the area and therefore comply with Policy EN1 of the Local Plan for Slough March 2004 (Saved Policies), Core Policy 8 of The Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document, and the requirements of the National Planning Policy Framework 2018.

11.0 **Impact on amenity of neighbouring occupiers**

- 11.1 The National Planning Policy Framework 2018 encourages new developments to be of a high quality design that should provide a high quality of amenity for all existing and future occupiers of land and buildings. This is reflected in Core Policy 8 of the Core Strategy and Local Plan Policies EN1 and EN2.
- 11.2 Neighbouring buildings of Kittiwake, Princes and Keypoint have residential units facing inward to the centre of the overall block, as would the proposed new building. The orientation and distances (of approx. 6000mm. and 15000mm.) between the window openings has been taken into account in the detailed design of the new building. As such, it is considered that there would be no harm or loss of privacy for future or existing occupants.
- 11.3 A Daylight & Sunlight Assessment has demonstrated that there would be no significant impacts on the existing adjacent dwellings units. As such, there is considered to be a satisfactory relationship between all the flats which ensures an acceptable level of amenity for all the units.
- 11.4 Subject to conditions, no objections are raised in terms of the impacts on neighbouring properties and the proposal is considered to be consistent with Core Policy 8 of the Local Development Framework Core Strategy and Policy EN1 of the Adopted Local Plan, and the requirements of the National Planning Policy Framework 2018.

12.0 **Living conditions for future occupiers of the development**

- 12.1 The National Planning Policy Framework 2018 states that planning should create places with a high standard of amenity for existing and future users.
- 12.2 Core policy 4 of Council's Core Strategy seeks high density residential

development to achieve “a high standard of design which creates attractive living conditions.”

- 12.3 Independent access will be provided at street level from an entrance on the north side of the new building. The staircase and a lift would then enable future residents to reach each floor where there would be three flats per floor (except the fifth floor where there would only be two flats).
- 12.4 The proposed flats would have acceptably sized internal spaces that would comply with the Council's current guidelines, and would be served by windows that provide a suitable degree of daylight, aspect, and outlook.
- 12.5 Further to the comments of the Environmental Quality Officer, conditions are recommended to ensure adequate protection for future occupants in relation to noise and ventilation issues.
- 12.6 Based on the above, the living conditions and amenity space for future occupiers is considered to be in accordance with the requirements of the NPPF, Core policy 4 of Council's Core Strategy, and Policy H14 of the Adopted Local Plan.

13.0 **Crime Prevention**

- 13.1 Policy EN5 of the adopted Local Plan states all development schemes should be designed so as to reduce the potential for criminal activity and anti-social behaviour.
- 13.2 Access from the street would be gained from its northern side through secure double doors where there would be a good level of natural surveillance within the public realm.
- 13.3 Cycle storage would comprise a dedicated room on the ground floor adjoining the access foyer, offering seven racks providing space for 14no. bicycles. As the facilities would be private and the external access doors would be secure, no objections are raised. A condition has been included for secure by design implementation.

14.0 **Highways and Parking**

- 14.1 The National Planning Policy Framework 2018 requires development to give priority first to pedestrian and cycle movements, and second - so far as possible – to facilitating access to high quality public transport. Development should be designed to create safe and suitable access and layouts which minimise conflicts between traffic and pedestrians. Plans should also address the needs of people with disabilities, allow for the efficient delivery of goods and access by emergency vehicles, and provide facilities for electric vehicle charging. This is reflected in Core Policy 7 and Local Plan Policies T2 and T8. Paragraph 109 of the National Planning Policy Framework 2018 states that

‘Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe’.

- 14.2 As the site is located in the Town Centre there is no requirement for off-street car parking; though the scheme does include 6no. parking spaces at surface level – two of which would be provided with electric charging points.
- 14.3 Tracking diagrams have been provided to satisfy Highways comments.
- 14.4 Cycle parking is to be provided in accordance with the Council's standards.
- 14.5 The application site is located on the A4 High Street very close to the railway station and bus station; so, it benefits from a very good level of public transport accessibility.
- 14.6 The provision of services and facilities for shopping and other needs are immediately available within the locality. Therefore, it is considered that as the proposals are in such a sustainable location, it would not lead to highways concerns.

15.0 **Air Quality**

- 15.1 Further to the comments of the Environmental Quality Officer, in relation to electric charging points, which are sought as a part of the Local Environmental Strategy, which seeks to mitigate air quality concerns from additional traffic and parking, it must be noted that the developer has included two charging points rather than six, as requested by the Environmental Quality Officer. The Low Emission Strategy does not form part of the Local Development Plan, the presumption in favour of sustainable development within the National Planning Policy Framework applies. Here it is considered that the any potential harm from the proposals would not result in any harmful impacts that would significantly and demonstrably outweigh the benefits of the scheme, when assessed against the Policies in National Planning Policy Framework taken as a whole.

16.0 **Surface water drainage**

- 16.1 Core Policy 8 of The Slough Local Development Framework, Core Strategy 20006 – 2026, Development Plan Document states that development must manage surface water arising from the site in a sustainable manner which will also reduce the risk of flooding and improve water quality. The application site according the Environment Agency's places the site in Flood Risk Zone 1.

- 16.2 Changes in government legislation from April 2015, require major developments to provide measures which will form a Sustainable Drainage System. Sustainable Drainage Systems (SUDS) are an effective way to reduce the impact of urbanisation on watercourse flows, ensure the protection

and enhancement of water quality and encourage the recharge of groundwater in a natural way. The National Planning Policy Framework states that the surface run-off from site cannot increase from existing. Slough's Strategic Flood Risk Assessment states that surface water should be attenuated to Greenfield run-off rates. In the scenario where infiltration techniques are not possible, attenuation will be required in order to reduce surface water run-off. The Local Lead Flood Authority has been consulted and an update will be provided on the Amendment Sheet.

17.0 **PART C: RECOMMENDATION**

- 17.1 Having considered the relevant policies set out below, and comments that have been received from consultees and neighbouring occupiers, and all other relevant material considerations it is recommended the application be delegated to the Planning Manager for approval subject to no substantive concerns are raised by the Local Lead Flood Authority; finalise conditions; and any other minor changes.

18.0 **PART D: LIST CONDITIONS AND INFORMATIVES**

1. Commence within three years

The development hereby permitted shall be commenced within three years of from the date of this permission.

REASON To prevent the accumulation of planning permissions, and to enable the Council to review the suitability of the development in the light of altered circumstances and to comply with the provisions of Section 91 of the Town and Country Planning Act 1990.

2. Drawing Numbers

The development hereby permitted shall be carried out in accordance with the following approved plans:

- a) Drawing No. 15/22/01; Dated Jan'17; Rec'd 25/10/2018
- b) Drawing No. 15/22/20A; Dated October'18; Rec'd 25/01/2019
- c) Drawing No. 15/22/21A; Dated 26/10/18; Rec'd 26/10/2018
- d) Drawing No. 15/22/22A; Dated October'18; Rec'd 25/01/2019
- e) Drawing No. 15/22/23; Dated October'18; Rec'd 25/10/2018
- f) Drawing No. 15/22/24; Dated October'18; Rec'd 25/10/2018
- g) Drawing No. 15/22/25; Dated October'18; Rec'd 25/10/2018
- h) Drawing No. 15/22/26; Dated October'18; Rec'd 25/10/2018
- i) Drawing No. 15/22/27A; Dated Jan'19; Rec'd 25/01/2019
- j) Design & Access Statement by Danks Badnell Architects Ltd; Dated October 2018; Rec'd 25/10/2018
- k) Daylight & Sunlight Assessment by Accon UK (Status: FINAL); Dated

11.05.17; Rec'd 25/10/2018

REASON: To ensure that the site is developed in accordance with the submitted application and to ensure that the proposed development does not prejudice the amenity of the area and to comply with the Policies in the Development Plan.

3. New finishes:

Prior to the commencement of development, samples of new external finishes and materials (including, reference to manufacturer, specification details, positioning, and colour) to be used in the construction of the external envelope of the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority before the scheme is commenced on site and the development shall be carried out in accordance with the details approved.

REASON: To ensure a satisfactory appearance of the development so as not to prejudice the visual amenities of the locality in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004.

4. Sustainable Drainage

No development shall commence until a surface water drainage scheme for the site, based on sustainable drainage principles, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before development is completed. The scheme shall include:

- a. Full results of the proposed drainage system modelling for the 1 in 1, 1 in 30 and 1 in 100 storm events plus climate change , inclusive of all collection, conveyance, storage, flow control and disposal elements and including an allowance for urban creep (if applicable);
- b. Further infiltration testing at formation level;
- c. Detailed drawings of the entire proposed surface water drainage system, including levels, gradients, dimensions and pipe and manhole reference numbers;
- d. Full details of the proposed SuDS features and any flow control measures;
- e. Details of overland flood flow routes in the event of system exceedance, with demonstration that such flows can be appropriately managed on site without increasing flood risk to occupants.

Reason: To ensure that the proposed development can be adequately drained and to ensure that there is no flood risk on or off site resulting from the proposed development

5. Noise attenuation and ventilation mitigation

No part of the development shall be occupied until noise attenuation and ventilation mitigation measures have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved mitigation measures and shall be retained thereafter.

REASON In the interest of mitigating noise arising from the site's location in proximity to both railway and highway noise sources; so as to ensure acceptable living conditions of future residents, to comply with policy 8 of the Core Strategy 2006 - 2026 adopted 2008, and the requirements of the National Planning Policy Framework 2018.

6. Construction Management Scheme

No demolition or development shall commence on site until a Construction Management Plan has been submitted to and approved in writing by the local planning authority, which shall include details of the provision to be made to accommodate all site operatives, visitors and construction vehicles loading (to a minimum Euro 6/VI Standard), off-loading, parking and turning within the site and wheel cleaning facilities during the construction period and machinery to comply with the emission standards in Table 10 in the Low Emission Strategy guidance. The Plan shall thereafter be implemented as approved before development begins and be maintained throughout the duration of the construction works period.

REASON In the interest of minimising danger and inconvenience to highway users and in the interests of air quality and to ensure minimal disruption is caused to existing businesses in the shopping centre area in accordance with policies 7 and 8 of the Core Strategy 2008, and the requirements of the National Planning Policy Framework 2018.

7. Designing out crime

No development above ground floor slab shall commence until a secure access strategy and secure letter/parcel drop strategy in line with the principles of Secured by Design and in consultation with Thames Valley Police has been submitted and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details and shall not be occupied or used until written confirmation of Secured by Design accreditation has been submitted to the Local Planning Authority. The approved security measures shall be retained thereafter.

REASON In order to minimise opportunities for crime and anti-social behavior in accordance with Policy EN5 of The Adopted Local Plan for

Slough 2004 (saved policies) and Core Policies 8 and 12 of the adopted Core Strategy 2006-2026, and the requirements of the National Planning Policy Framework 2018.

8. Cycle Parking

The cycle parking storage space shown on the approved plans shall be provided prior to the occupation of the development and shall be retained at all times in the future for this purpose..

REASON To ensure that there is adequate cycle parking available at the site in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, Policy T8 of The Adopted Local Plan for Slough 2004 (saved policies), and the requirements of the National Planning Policy Framework 2018.

9. Car Parking

The parking spaces and turning areas shown on the approved plans shall be provided on site prior to occupation of the development and retained at all times in the future for the parking of motor vehicles on a communal basis.

REASON To ensure that adequate on-site parking provision is available to serve the development and to protect the amenities of the area in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, Policy T2 of The Adopted Local Plan for Slough 2004 (saved policies), and the requirements of the National Planning Policy Framework 2018.

10. Refuse and Recycling

The refuse and recycling facilities as shown on the approved plans shall be provided on site prior to occupation of the development and retained at all times in the future.

REASON To ensure that there is adequate cycle parking available at the site in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the requirements of the National Planning Policy Framework 2018.

11. No additional windows

Notwithstanding the provisions of the Town & Country Planning (General Permitted Development) (England) Order 2015, (or any Order or Statutory

Instrument revoking and re-enacting that Order), no windows, other than those hereby approved, shall be formed in any of elevations of the development without the prior written approval of the Local Planning Authority.

REASON To protect the privacy of neighbouring properties and to protect the visual amenities of the area in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, Policy EN1 of The Adopted Local Plan for Slough 2004 (saved policies), and the requirements of the National Planning Policy Framework 2018.

INFORMATIVES:

1. It is the view of the Local Planning Authority that the proposed development does improve the economic, social and environmental conditions of the area for the reasons given in this notice and it is in accordance with the National Planning Policy Framework.
2. All works and ancillary operations during both demolition and construction phases which are audible at the site boundary shall be carried out only between the hours of 08:00hours and 18:00hours on Mondays to Fridays and between the hours of 08:00hours and 13:00 hours on Saturdays and at no time on Sundays and Bank Holidays.
3. Noisy works outside of these hours only to be carried with the prior written agreement of the Local Authority. Any emergency deviation from these conditions shall be notified to the Local Authority without delay.
4. Highways:

The applicant will need to apply to the Council's Local Land Charges on 01753 875039 or email to 0350SN&N@slough.gov.uk for street naming and/or numbering of the unit/s.

The development must be so designed and constructed to ensure that surface water from the development does not drain onto the highway or into the highway drainage system.

The applicant is advised that if it is intended to use soakaways as the method of dealing with the disposal of surface water then the permission of the Environment Agency will be necessary.

The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding, skip or any other device or apparatus for which a license must be sought from the Highway Authority.

The applicant must apply to the Highway Authority for the implementation of the works in the existing highway. The council at the expense of the applicant will carry out the required works.

5. Thames Water

Waste Comments

Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required.

Should you require further information please refer to our website.

<https://developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-for-services/Wastewater-services>

Water Comments

Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.